

I. Introduction

In 1991 Vanasse Hangen Brustlin (VHB) began an environmental impact study of the proposed Route 301 Corridor to determine the best alternative for the project under existing federal and state regulations. Identification of cultural resources, both standing structures and archaeological sites, is a required element of an environmental impact study. This report summarizes the results of a reconnaissance survey of standing historic structures and a preliminary determination of the potential eligibility of those resources for nomination to the National Register of Historic Places within the Route 301 Corridor study area, and more specifically within the vicinity of the proposed corridor alternatives. The project study area encompassed the geographic region extending from the Maryland state line on the west and I-95 on the north to Stanton at the northeast corner and Middletown as the southeast corner (Figures 1 and 2). Within this area VHB designed an initial series of corridor alternatives (Figure 3); these alternatives went through a number of adjustments during the course of the study. Reconnaissance survey fieldwork concentrated on the South Ridge, South Reconstruction, and South Modified Reconstruction alternatives south of the Chesapeake and Delaware Canal, and the North Reconstruction, North Eastern A, and North Eastern C alternatives north of the canal (Figure 4).

Research Design

This study consisted of several discrete parts including 1) an initial windshield survey to identify all of the sites within the first set of corridor alternatives; 2) a second reconnaissance level survey to obtain data on individual sites; 3) establishing preliminary determinations of eligibility for the resources not already listed on the National Register of Historic Places; and 4) development of historic contexts that might provide significance for the cultural resources.

A set of maps produced by the University of Delaware Center for Archaeological Research (UDCAR) through a subcontract with DelDOT provided the initial basis for the reconnaissance survey field work. UDCAR staff identified all potential archaeological or architectural cultural resources in the study area from the state's Cultural Resource Survey files and additional documentary sources, such as historic atlases. The annotated USGS maps produced by UDCAR included all sites previously surveyed by the Delaware Cultural Resource Survey (indicated on the maps with a number preceded by the letter "N") as well as a number of potential sites identified from historic records (indicated on the maps with a number preceded by the letter "U"). The process created two sets of maps--one for archaeological sites and one for architectural sites.

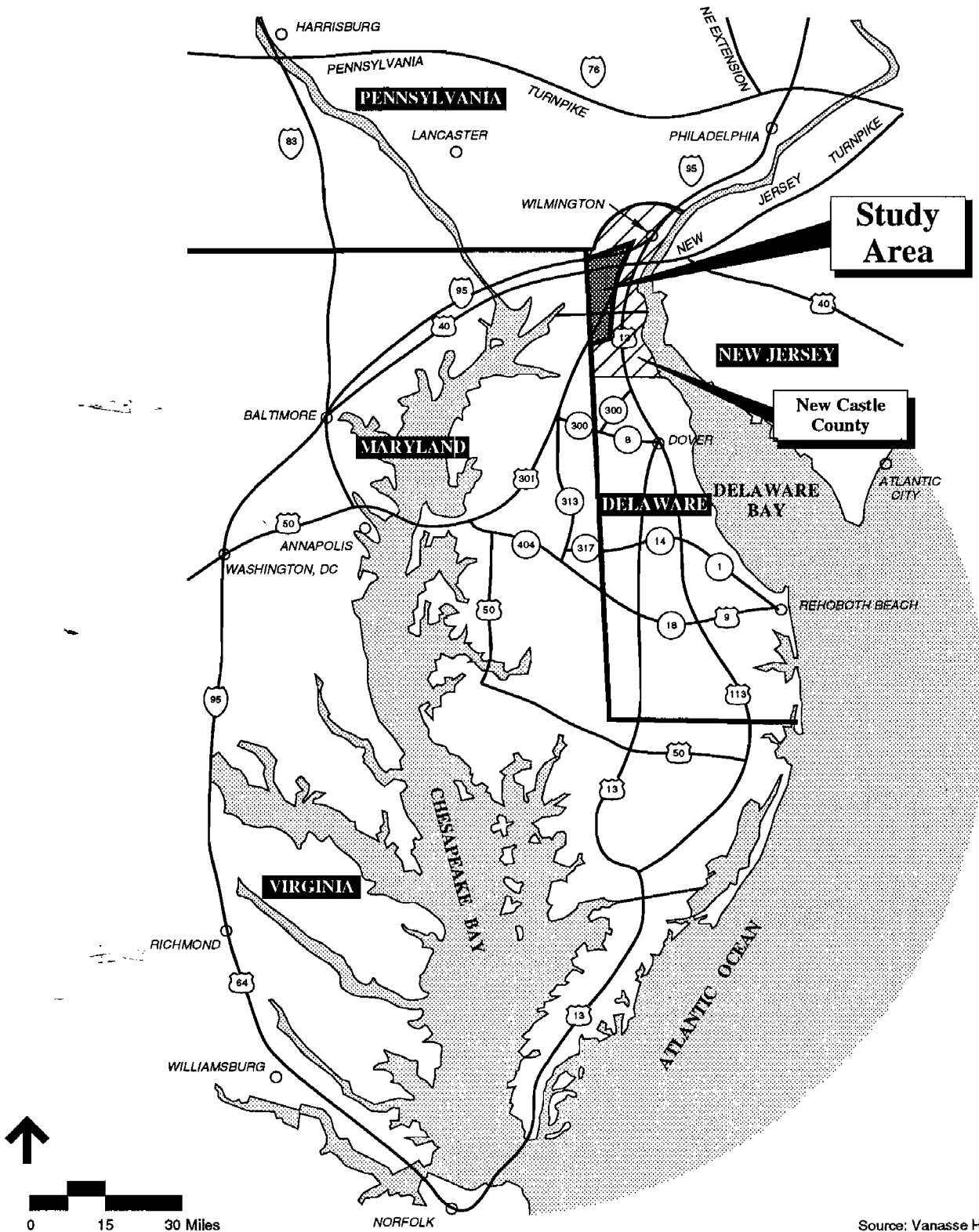


Figure 1

Regional Map of Project Study Area

U.S. Route 301 Corridor Study

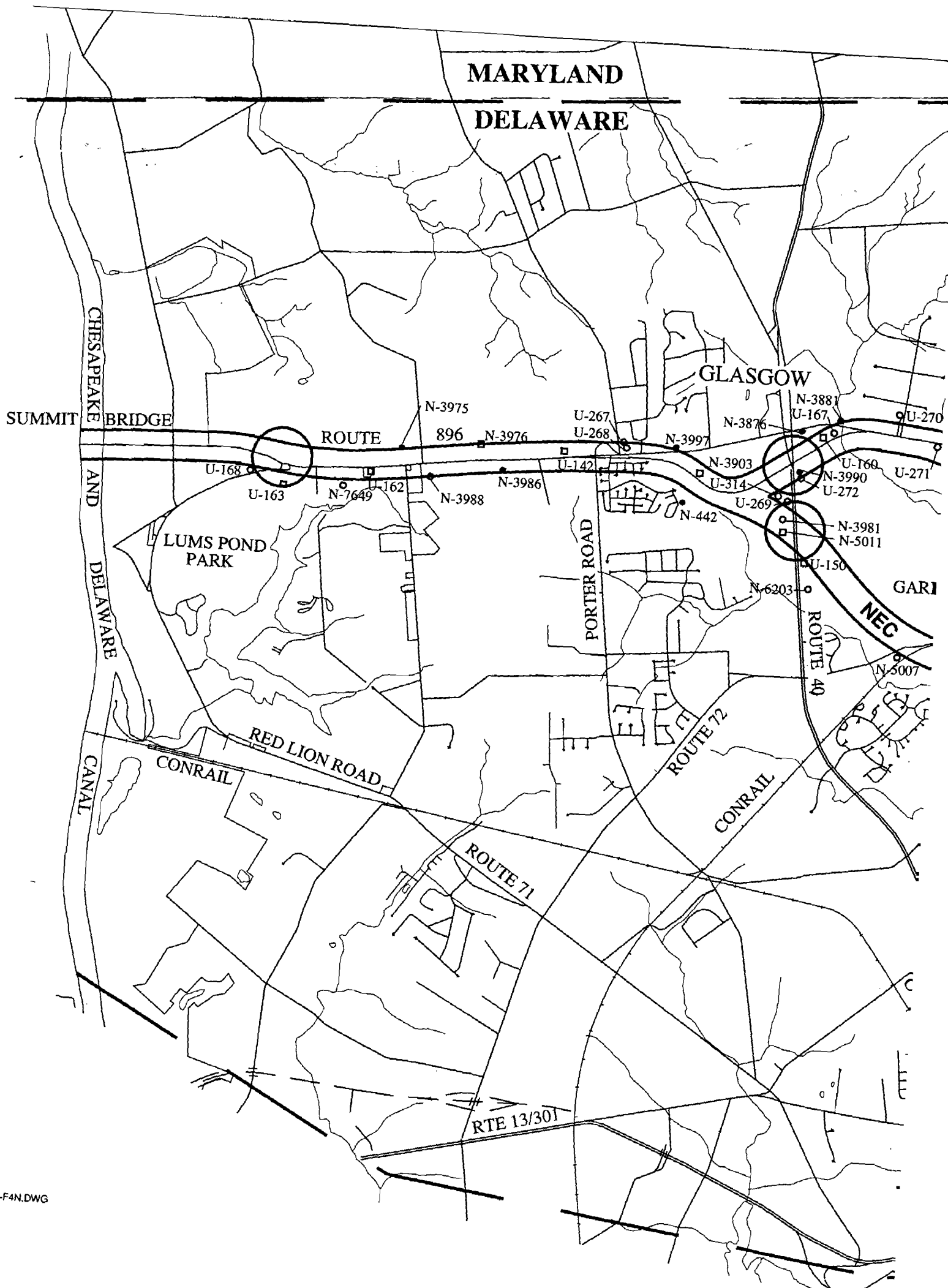
Delaware Department of Transportation
Vanasse Hangen Brustlin, Inc.



Beginning in January 1992 and working from the UDCAR maps, CHAE staff conducted a windshield survey of all historic standing structures, including bridges, located in the vicinity of the currently proposed corridor alternatives. No attempt was made to comprehensively survey the entire study area; instead the work focused on the established corridors. Field crews reviewed all sites on the maps that fell inside the limits of a proposed corridor, or that lay within approximately 500 feet of a corridor, for the presence of standing historic structures potentially eligible for nomination to the National Register of Historic Places. The windshield survey checked for resources no longer in existence as well as for sites missed either by earlier Cultural Resource Surveys or in the documentary sources search.

Following the initial windshield survey, reconnaissance-level survey field work updated the Cultural Resource Survey forms for any sites determined to be potentially eligible for listing and facing potential impact from a proposed corridor alternative. CHAE staff used specific criteria to determine which of the impacted resources retained sufficient integrity to be potentially eligible for the National Register of Historic Places. Previous highway studies, such as the one conducted for Route 896, had already made determinations of eligibility for some of the resources. In such cases, that determination was reviewed and accepted, except in one case where the earlier report indicated that further field work might change their eligibility statement. Criteria for eligibility focused primarily on architectural integrity. Any resource whose form or materials had been altered to the extent that the resource no longer represented the period of significance was determined ineligible. Such alteration could include extensive additions that changed the shape and form of the building, changes in materials of construction or architectural elements such as doors and windows, or demolition of the primary buildings in a complex. The existence of one of these factors by itself did not generally eliminate a resource altogether unless it completely altered the appearance of the building. Field workers also considered the integrity of setting for a resource, particularly elements such as historic landscapes and plantings and the presence of farm buildings or other outbuildings related to the period of significance. The results of the two surveys are contained in Appendix A, which itemizes survey number, property type, historic name, time period, related historic themes, USGS quad location, corridor impact, designation in the draft EIS, and a preliminary determination of eligibility for nomination to the National Register of Historic Places, for all sites investigated.

The final step in the study involved the identification of historic contexts that could provide significance for the surviving standing resources. Context research included the review of National Register nominations, earlier highway studies, and other secondary literature on the region, as well as recent historic context research carried out for the State Historic Preservation Office as part of the preservation planning process in Delaware. This research identified several distinct contexts for the study area, ranging from nineteenth-century agricultural development to twentieth-century rural residential building practices. These contexts are discussed more fully in the following chapter.



MARYLAND
DELAWARE

GLASGOW

SUMMIT BRIDGE

ROUTE 896

LUMS POND
PARK

PORTER ROAD

RED LION ROAD

CONRAIL

ROUTE 71

ROUTE 72

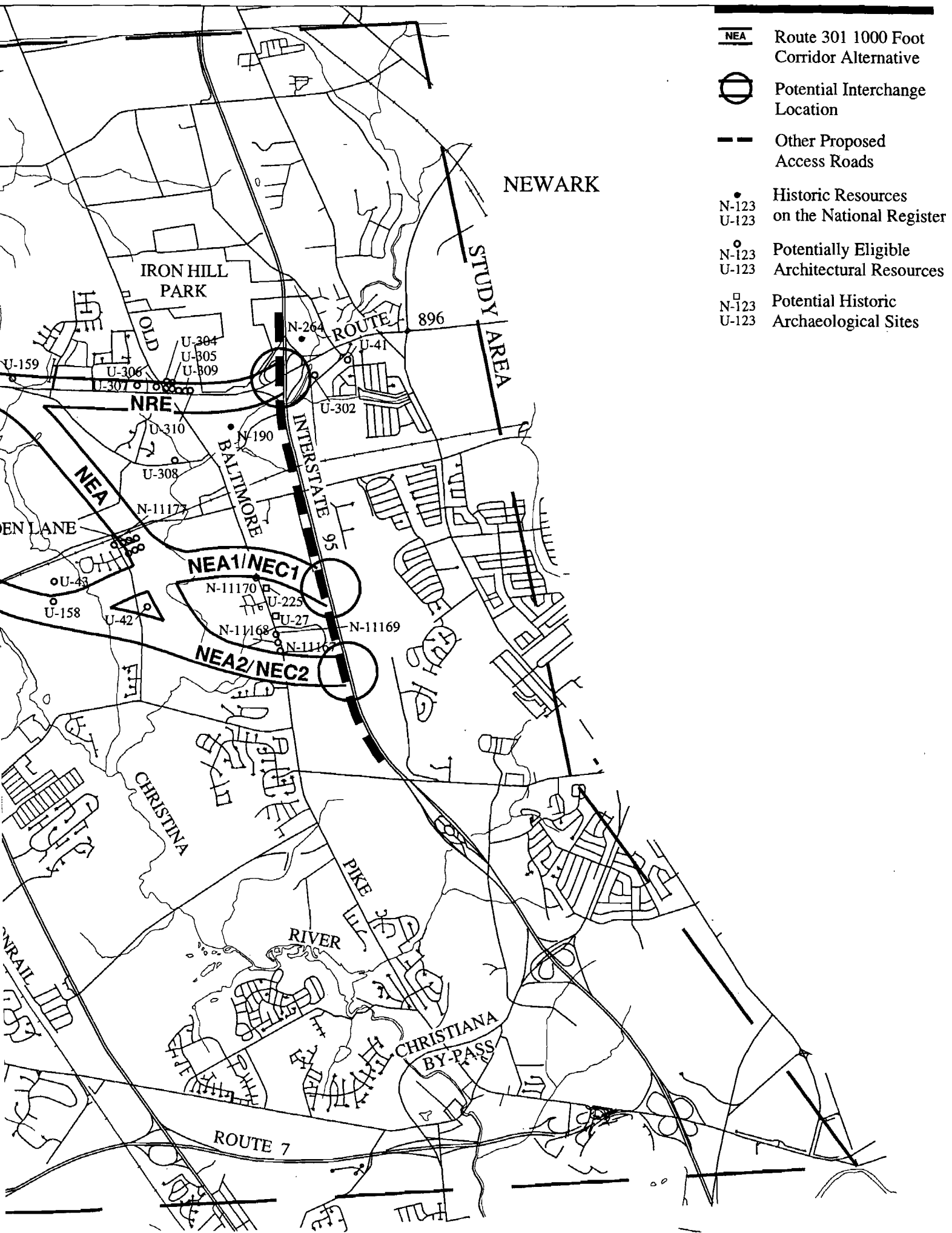
CONRAIL

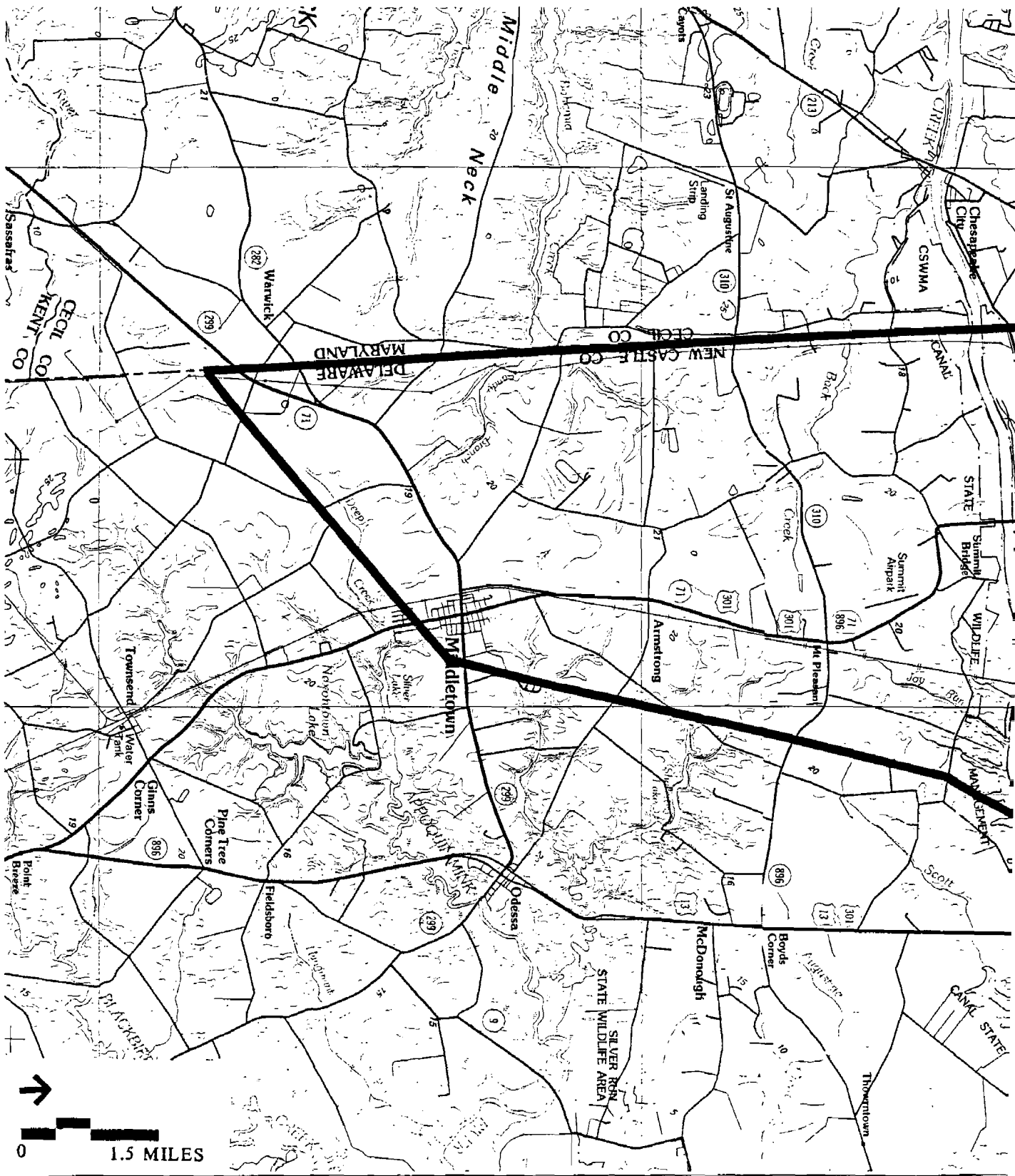
ROUTE 40

GAR

NEC

RTE 13/301





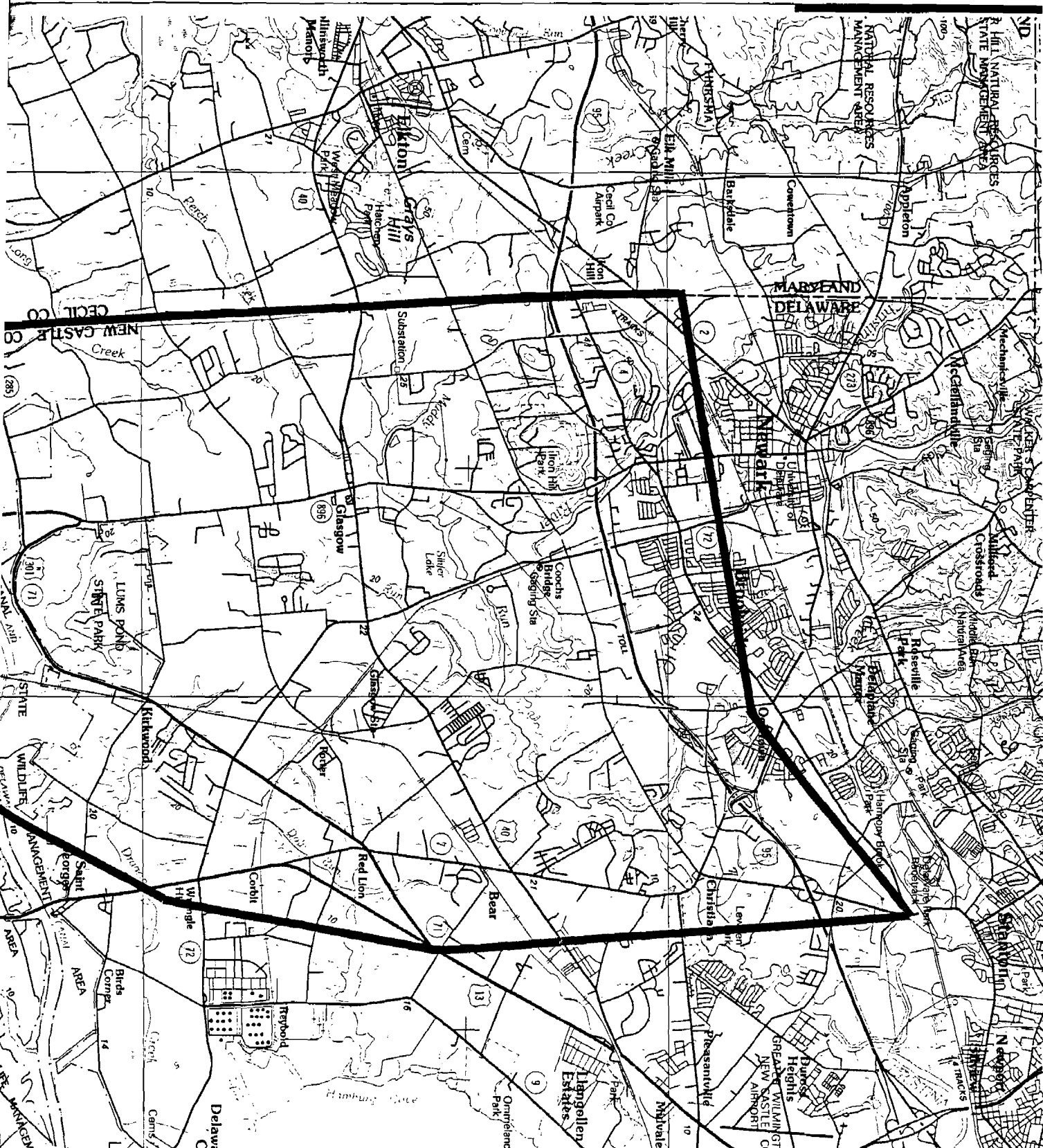
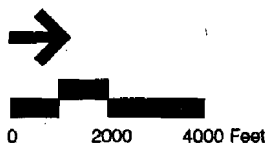
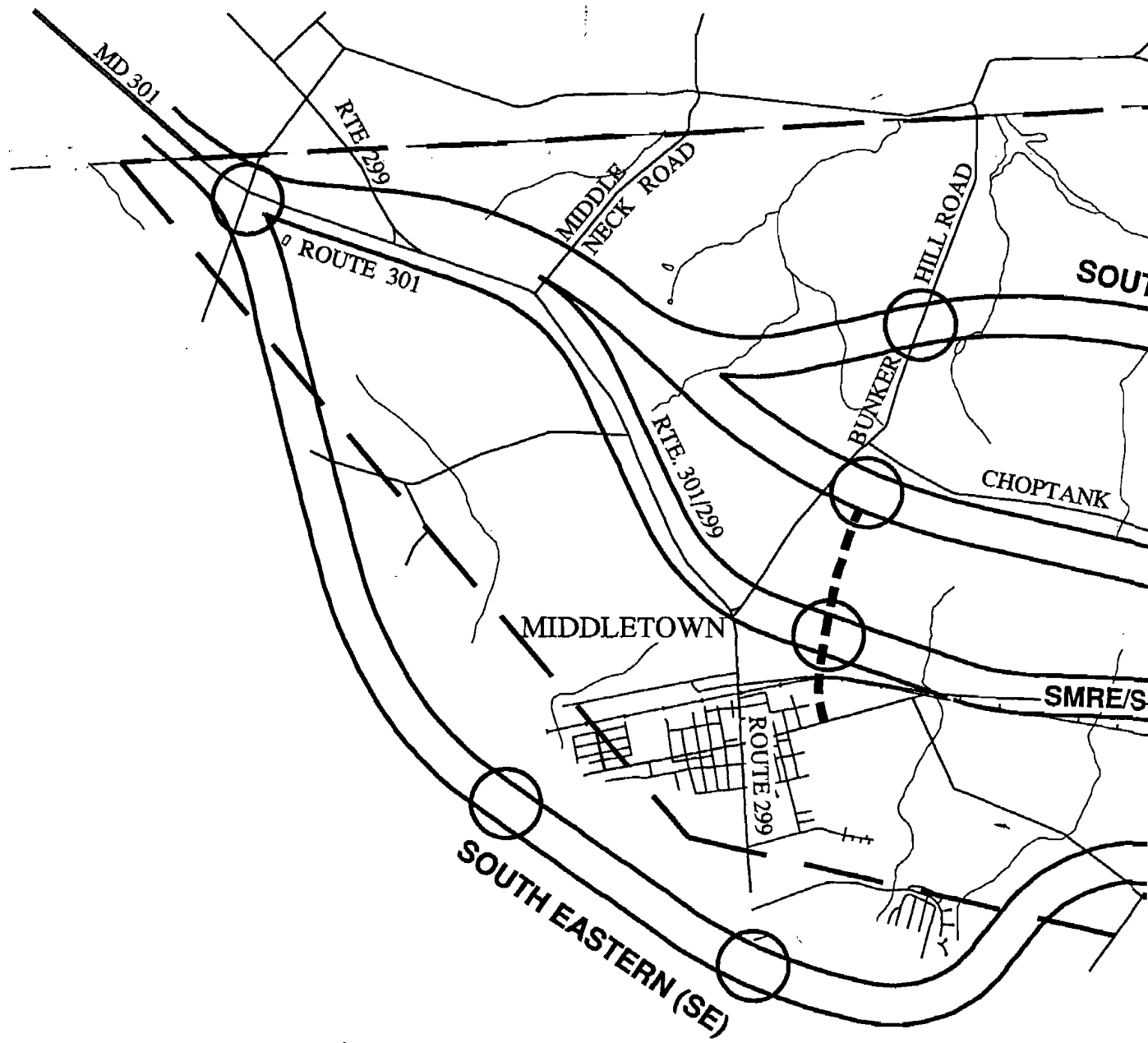


Figure 2 Map of Study Area

U.S. Route 301 Corridor Study

Delaware Department of Transportation
Vanasse Hangen Brustlin, Inc.



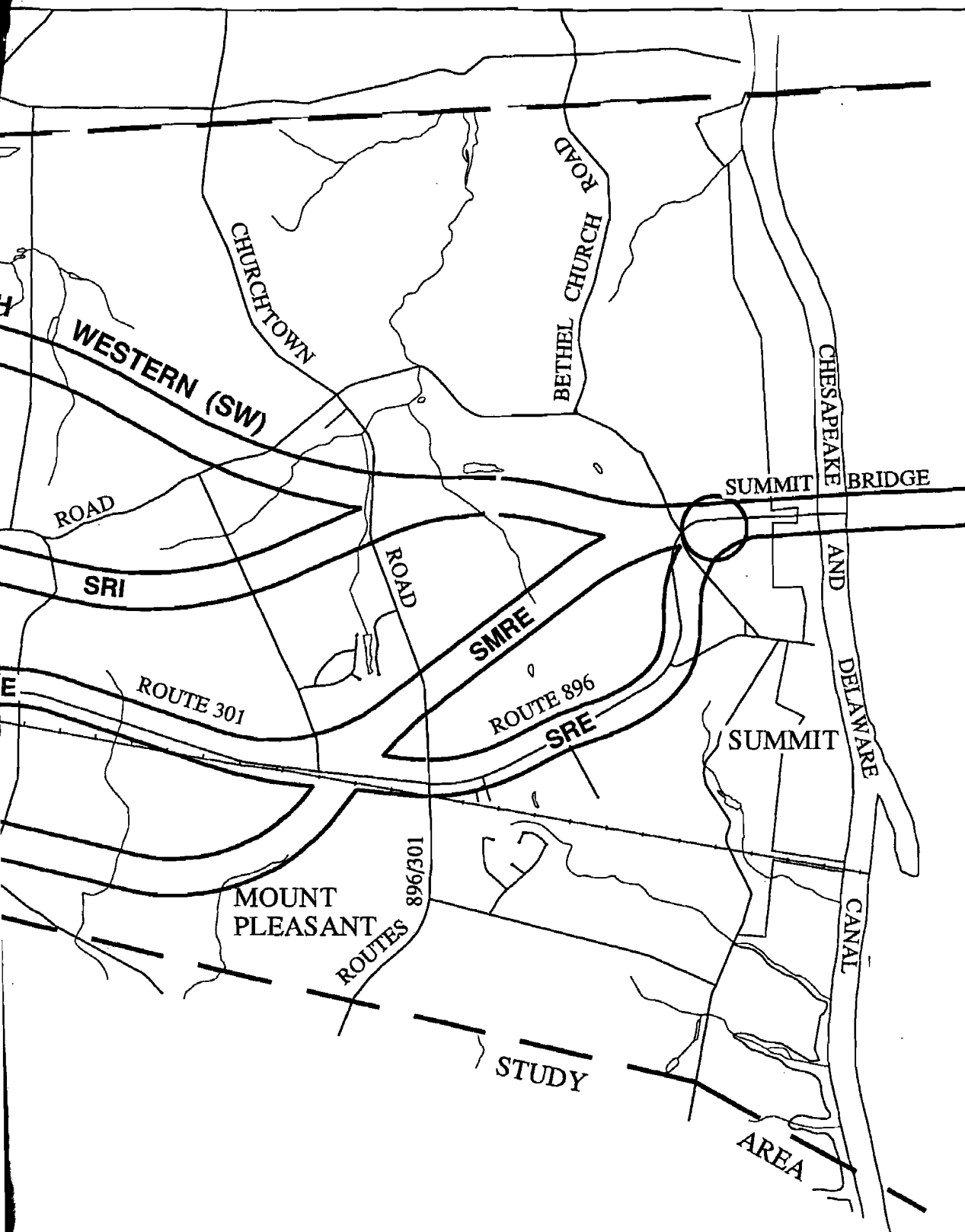


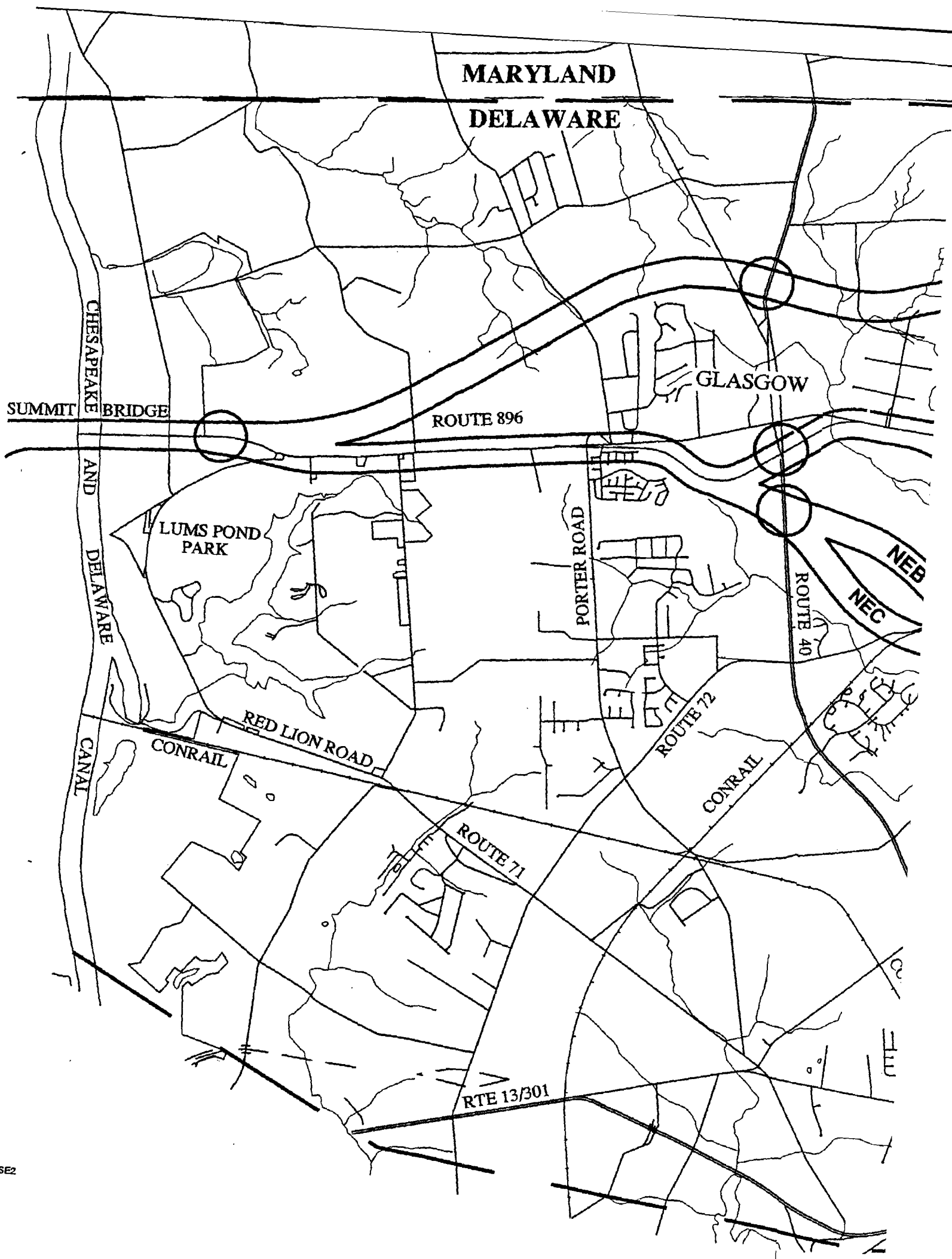
Figure 3

Original Corridor Alternatives

U.S. Route 301 Corridor Study

Delaware Department of Transportation

Vanasse Hangen Brustlin, Inc.



MARYLAND
DELAWARE

GLASGOW

SUMMIT BRIDGE

ROUTE 896

LUMS POND
PARK

PORTER ROAD

ROUTE 40

NEB
NEC

RED LION ROAD

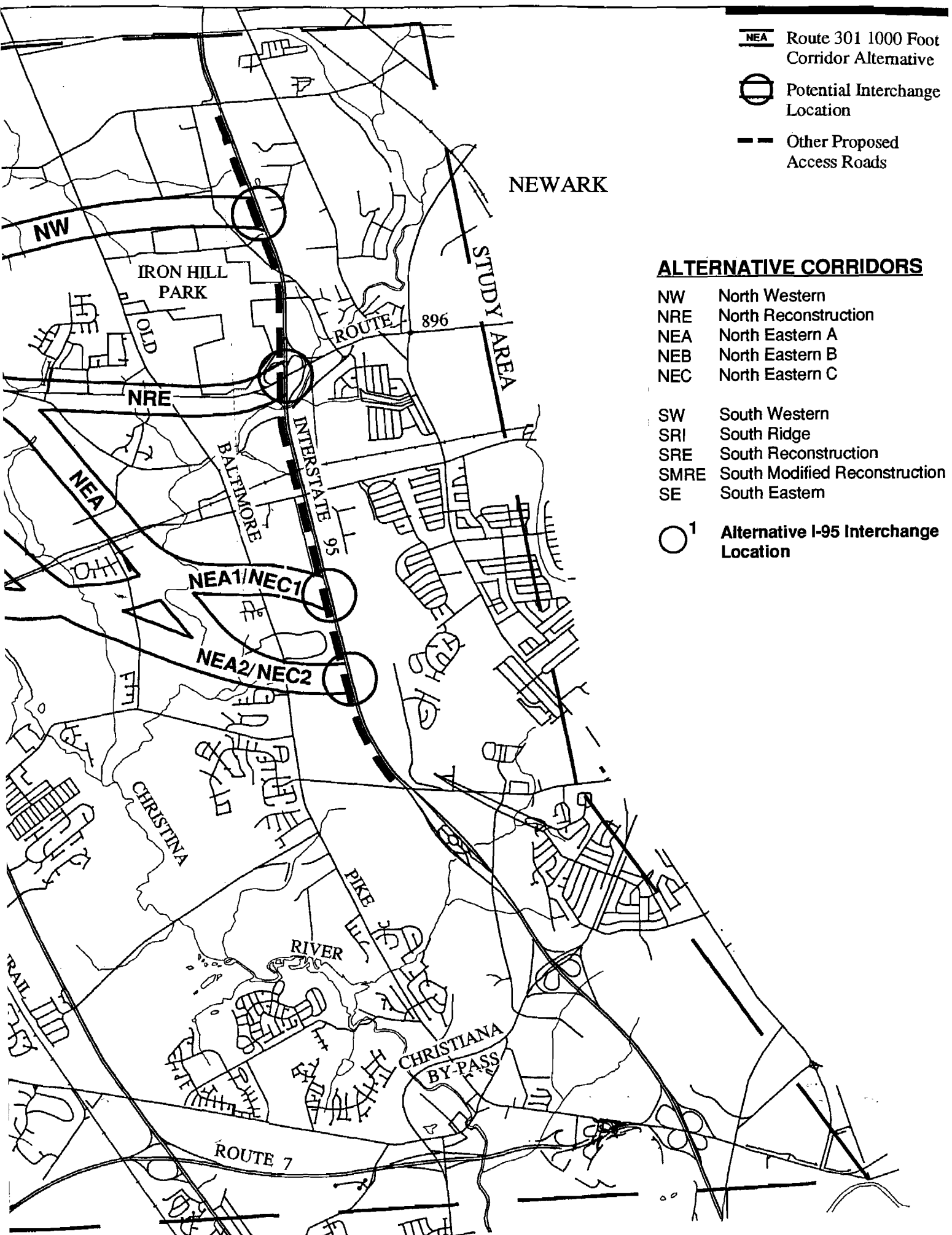
CONRAIL

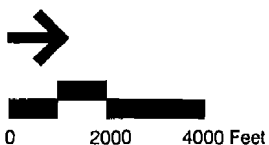
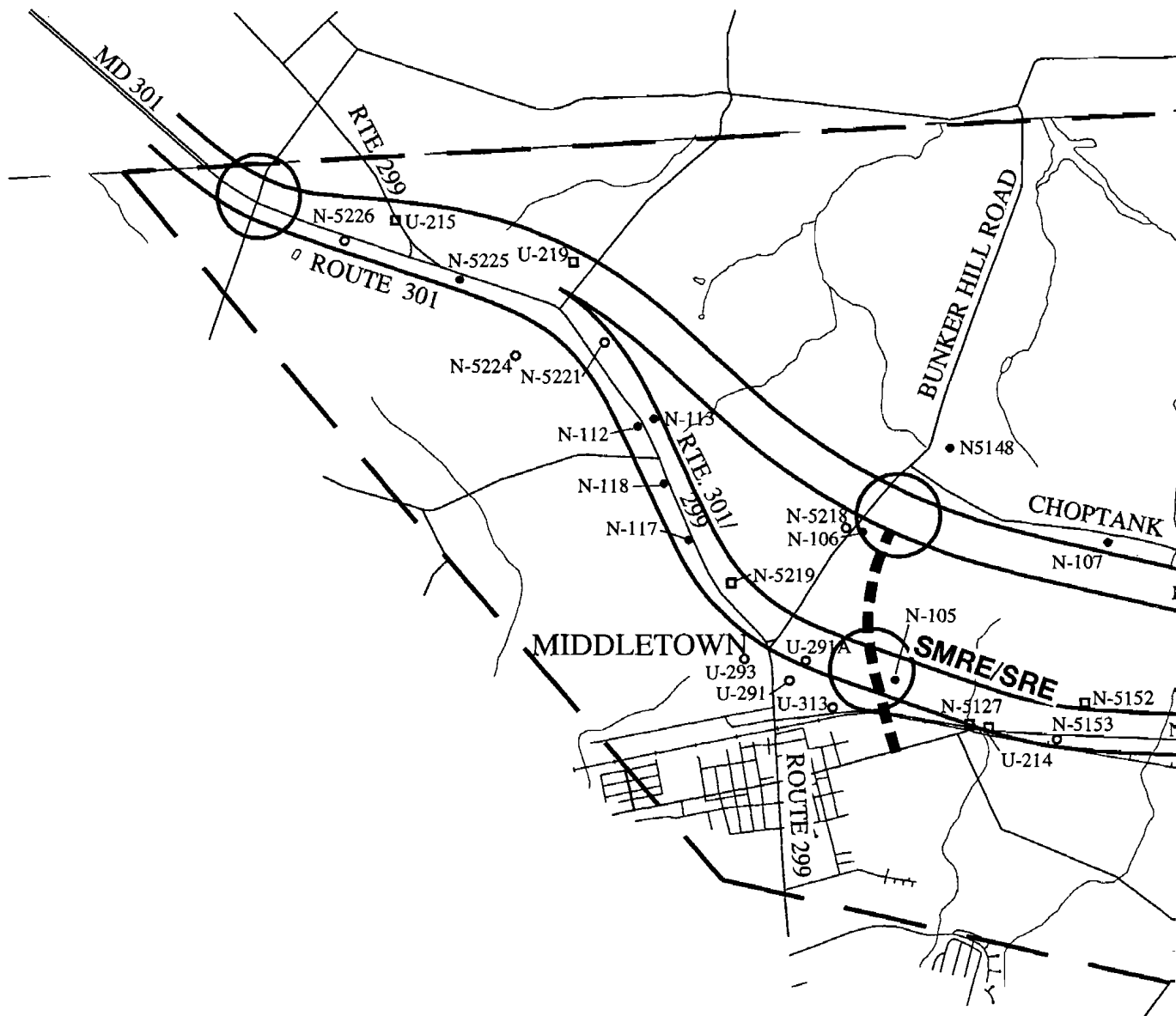
ROUTE 72

CONRAIL

ROUTE 71

RTE 13/301





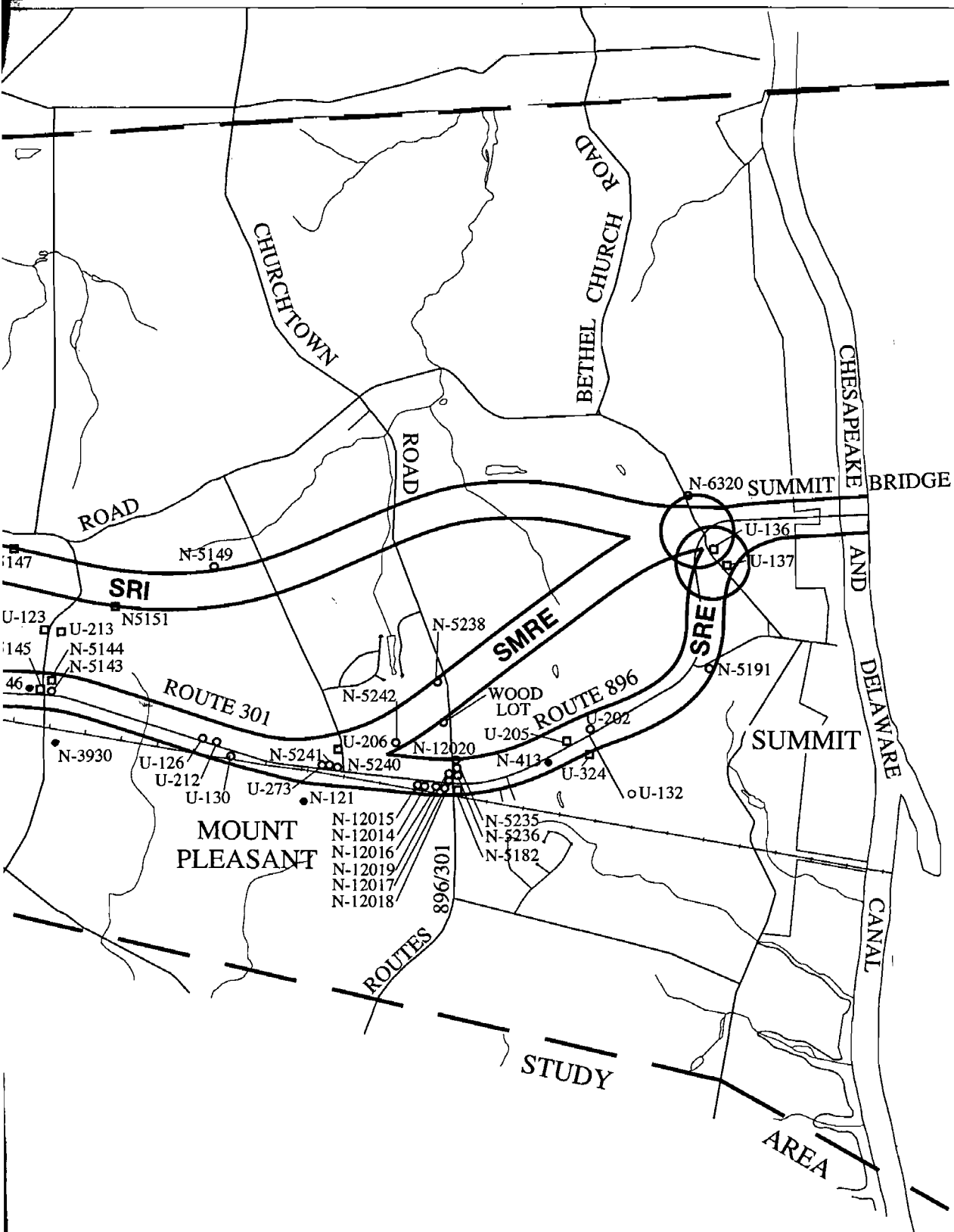


Figure 4

Historic Resource Impacts

U.S. Route 301 Corridor Study

Delaware Department of Transportation

Vanasse Hangen Brustlin, Inc.